

KINDRA LAKE TOWING, L.P.

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Chicago Department of Public Health
Attn: Environmental Permitting and Inspections
333 South State Street, Room 200
Chicago, IL 60604

February 6, 2014

Re: Proposed Regulations for Handling and
and Storage of Bulk Solid Materials

Dear Sir or Madam:

Kindra Lake Towing is a local, family owned tugboat and barge company that provides good paying, union jobs to our employees. If the river terminals, such as KCBX, will be prevented from handling petroleum coke (pet coke) because these proposed regulations cannot be met by the river terminals, our fear is that the pet coke will stop being handled in Chicago and diverted to nearby states. As a result, Kindra Lake Towing will not be moving barges on the Calumet River. Such an outcome will have a significant adverse impact on our business and loss of jobs for our employees. These proposed regulations must take into consideration the possibility of job losses.

We believe that in addition to the jobs lost on our boats because the barges will not be loading at the barge terminals, jobs will be lost at the river terminals themselves. With all of the demands for tax revenues by the City of Chicago, rigid regulations that could kill jobs and cause the departure of businesses from Chicago are not a good idea.

We understand that KCBX can "live" with an enclosed building but cannot meet some of the other regulations such as the set back and the wind speed limit. The port facility in Long Beach, CA handles over 8 million tons of dry bulk cargoes every year. Of these 8 million tons, about 5 million tons are pet coke that is exported. This facility has completely covered the pet coke piles in barns and has eliminated dust problems.

If a large, high tonnage facility such as Long Beach can conquer the dust problem associated with handling pet coke, the City of Chicago should be flexible in their regulations to allow the terminals to continue to operate while meeting the intent of the proposed regulations—to stop the dust. Otherwise, jobs and tax revenues will probably be lost.

The idea that a barge must be tarped is not practical. The tarping material would be too heavy to easily move, deploy and stay put. The only alternative is to utilize covered barges—which have not existed in sufficient quantity to suddenly be available to move pet coke. Uncovered barges can be loaded in a fashion that can control the dust arising from the loading process such as misting the product as it leaves the pouring spout.

Pet coke is not a waste product being dumped in Chicago. Rather, it is a by-product that has value as a fuel that is used both in our country as well as exported. Chicago is very fortunate to have the close proximity to this source of pet coke. The handling of pet coke offers jobs as well as capital investment which creates and enhances the tax base. Chicago needs both!

I do not see that road salt has been eliminated from the list of bulk solid materials. Our current winter has proven the need for salt supplies to be located throughout the city making the inventory readily available. Requiring road salt suppliers to participate in these new regulations could easily chase these salt suppliers out of the City limits. Inventories would be much further away thereby increasing the trucking charges. Or, if salt suppliers do meet these regulations, the capital costs will significantly increase the price of the salt. Again, how much tax load do you think the citizens can take? Practicality must be weigh against the ideal.

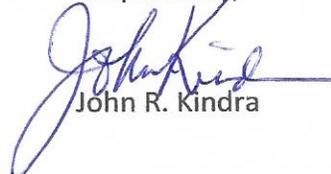
Furthermore, what is the need for road salt to be subject to these regulations? Road salt is covered as soon as the depot is filled.

As an owner of a small family company, I respectfully request that these proposed regulations be specifically amended to:

- adjust for the physical limitations of the KCBX facility ie set back requirements, high winds operational limits
- eliminate the requirement for an enclosed loading/unloading area
- eliminate the requirement for tarped or covered barges
- not to include the storage and handling of road salt

Thank you for the opportunity to comment on this proposed regulation.

Respectfully,



John R. Kindra